fuel than the Boeing 757 aircraft fitted with Rolls Royce engine over a stage of 600 kms, the average sector length to be operated by the new aircraft.

M/s International Aero Engines (IAE), manufacturers of the V-2500 engine had given a guarantee to Indian Airlines that V-2500 engine would be 7 per cent more fuel efficient as compared to the CFM **56-5,** the alternate engine available on Airbus A-320 aircraft. It is understood from Airbus Industries that the differential between the two engines is less than 7 per cent. Indian Airlines has approached international Aero Engines to prove compliance of the fuel consumption guarantee.

According to the agreement, any shortfall in the fuel consumption guarantee should be compensated by the International Aero Engines.

Dual policy of Indian Airlines in regard to payment of compensation to Indian and foreign passengers

1533. SHRI S. S. AHLUWALIA: Will the Minister of CIVIL AVIATION be pleaded to state;

(a) whether it is a fact that the Indian Airlines follows a dual policy in the payment of compensation to the accident victims in as much as rates of compensation are different in respect of Indian and foreign passengers;

(b) if so, what are the details of the prevailing rates applicable to respective categories of passengers with justification therefor; and

(c) whether Air India also follows similar policy?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) and (b) Indian Airlines does not make any distinction between passengers based on nationality while giving compensation to accident victims. The quantum, of compeation payable is governed by the Indian carriage by Air Act, 1972. In respect of international carriage, compensation is governed by the Warsaw Convention and the Hague Protocol. In respect of domestic carriage, the Act provides for minimum compensation of Rs. 2 lakhs for passengers aged of 12 years and above and Rs. 1 lakh for passenger below 12 years of age. Indian Airlines has, with effect from the 1st of October, 1989, voluntarily agreed to pay compensation of Rs. 5 lakhs and Rs. 2. 50 lakhs to the passengers of 12 years and above and passenger below 12 years of age, respectively.

(c) For international carriage, Air-India pays compensation of US Dollars 1, 00, 000 per passenger. For non-international carriage Air-India has agreed that the limit of liability shall be Rs. 5 lakhs if the passenger is 12 years and more and Rs. 2. 5 lakhs if the passenger is below 12 years of age, on the date of accident.

Procurement of A-320 Airbus

1534. SHRI S. S. AHLUWALIA: Will the Minister of CIVIL AVIATION be, pleased to state:

(a) whether it is a fact that the decision for procurement of A-320 Airbus was taken by Government following due analysis and examination of various bids of other aircraft body and engine manufacturers, by incumbent experts from technical and financial wings of Indian Airlines and the concerned Ministries;

(b) what are the names and the designations of those experts who were involved in the bid examination work; and

(c) what are the names of other bidders who had participated in the bid?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN); (a) to (c) While selecting B-757 aircraft in June, 1984, Indian Airlines had evaluated and compared the following aircraft: —

1 Airbus A30084
2 Airbus A310-200
3 Beaing 757-200